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PRIVATE RESIDENTS AT THE  
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NEWS OF THE FAR EAST  
is given in the  
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ESTABLISHED 1857

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**The Daily Press.**

HONGKONG, SEPTEMBER 4TH, 1908.

NOTWITHSTANDING that, according to a report mentioned by our Canton correspondent, there are now thirty Chinese "gunboats" patrolling the West River, piracy in the Canton Delta seems to be as rare as ever. Our correspondent, reports during piratical attacks on two launches plying between Canton and Waichow, in which several military officials and members of the crews are stated to have been brutally murdered, and the pirates, about 50 in number, were able to make away with about \$10,000 in money and much valuable merchandise. Our correspondent adds that the recent brigandage of piracy in the Delta and brigandage on shore have been "abnormal," and that "it would fill a couple of columns every day if all the cases were reported." We presume it must have been some knowledge of this state of affairs that prompted the British Minister at Peking recently to inquire of the Chinese Government what steps had been taken to suppress piracy in the Canton Delta. If there are thirty Chinese gunboats patrolling the River, the Chinese Government is in a position to give Sir JOHN JORDAN a reply which, on the face of it, appears to be highly satisfactory, but this satisfaction is heavily discounted by the news that piracy has again become abnormally prevalent. A flotilla of thirty gunboats, one would suppose, would be able to guarantee complete immunity from piracy on the River, but, large as it is, the flotilla must be regarded as a very ineffective force in view of what is reported to be daily taking place. Probably no one recognises this more clearly than the Chinese Admiral Li Chuan,

who has recently been visiting Hongkong to see how the four new gunboats, which are being built on the foreign model in the Colony's shipbuilding yards, are progressing. These four fast gunboats will in all probability do far more effective work than the whole of the thirty comprising the present fleet. All that can be said at present, in view of these reports from the West River, is that the Chinese authorities are endeavouring to fulfil the understanding on which Admiral Moors withdrew the flotilla of three torpedo-boats, four destroyers and three river gunboats which he had detailed for patrol duty there in consequence of the attacks on launches flying the British flag, and the delay in settling the claim made upon the Chinese Government in respect of the piratical attack on the steamer *Sainan* the previous year. The combination of the British and Chinese naval forces thus formed was certainly effective in putting a stop to piracy and giving to the shipping craft on the river a sense of security from attack. Although at the commencement of the British patrol, as the Commissioner of Customs at Canton reminds us in his annual report, there was much excitement among the Europeans in Canton City "the actual intercourse of the two patrolling fleets was marked by the utmost cordiality and goodwill. Commander B. L. MAJENDIE (*Cadmus*), the senior naval officer in charge of the British flotilla, and the Chinese Admiral handled the situation in a manner calculated to enhance the growing reputation of 'naval diplomacy' and there is every reason to hope that the object-lesson will not be lost on the Chinese Navy." It has evidently not been lost, but there is unhappily evidence also that a Chinese "naval demonstration" is not striking the same amount of terror into the hearts of the pirates and robbers that the British flotilla did. No doubt the recrudescence of piracy reported in the Delta is due to a large extent to the destitution among the riverine population caused by the great flood, and "what is bred in the bone" may always be expected to show itself at such times. That, however, is only an argument for increased vigilance on the part of the naval police force.

With regard to the pirates now alluded to, we presume the cases are purely Chinese, and do not call for foreign intervention. We note that the Commissioner of Customs mentions that the direct intervention of the British C. in. under-in-Chief has been most useful in drawing official attention to the question of the status of foreign steam-launches in these waters; and "it is understood that the British authorities are contemplating some additional enactments to ensure the bona fides of claimants for the flag." The Commissioner adds: "If other foreign Governments elect to co-operate and to inquire more closely into the genuineness of ownership, the occasion for the present anomaly of foreign intervention to protect the lives and property of Chinese subjects from the depredations of native pirates may be expected to gradually disappear." The attention of the Powers concerned may well be directed to this matter, but the fact still remains that pirates, as experience has shown, are not very discriminating in these matters, and so long as piracy is rife, foreign shipping craft in the Delta will be just as liable to attack as Chinese craft. The state of affairs which our Canton correspondent represents clearly calls for the improvement, if not the strengthening, of the present patrol.

The training of artillery volunteers as specialists is proceeding.

Interport rifle practice will commence at King's Park Range to-morrow afternoon.

Telegraphic communication with Macao, which had been interrupted, has now been restored.

In spite of the absence of news of Dr. Sven Hedin the general opinion in Kashmir appears to be that this traveller is safe.

American officials believe that the Filipinos will make good soldiers. The native constabulary has proved of great value in keeping the peace.

Archdeacon Banister presides this evening at a meeting of the Hongkong Church Missionary Association which is to be held at the residence of Mr. A. Bryer, "The Terrace," The Peak.

The tendency of the Hongkong trade to gravitate to foreign bottoms has been maintained, says the Commissioner of Customs at Canton in a paragraph in his report for 1907 alluding to the Active Customs.

One curious effect of the lawless state of the neighbourhood of Hongkong last year, remarks Mr. G. Moyle, the Acting Commissioner of Customs, was a large increase in the import of iron, owing, it is said, to the unusual demand for "window bars."

The "digging soil ceremony" of the Wanchang-Yehow section of the Canton-Hankow Railway will be held at 10 a.m. on the 8th day of the 8th moon. The ceremony will be conducted by the Director of the Railway Bureau. It is said that the ground required for the line has already been bought and paid for.

Dog flesh is considered a great delicacy among the Native population of Nanjing, the West River. Mr. E. von Strauch, the Acting Commissioner of Customs says: "Judging from the fact that the price in question obtained in the market a higher price than any other and from the large number of dog butcheries here, dog flesh enthusiasts seem to be very numerous."

The coming of the American fleet, a Manila contemporary observes, affects the price of foodstuffs in the Far East. The price of imported beef in Manila has advanced five cents. Butter is unchanged at P1.90, and it is not expected that it will leave this figure on the decline to normal until after the battleship fleet sails north. Reports from Australia state that first-grade butter is now commanding 2s. 6d., or 60 cents gold per lb.

Should the commerce of the Colony be hampered by the military authorities in their efforts to attain efficiency in gunnery? This was the question discussed at a meeting of the Straits Legislative Council, a fortnight ago. Mr. Ellis, in criticising the Bill in which powers were sought by the military authorities to ensure free access for artillery practice, submitted that the rules should not be made subject to the Governor-in-Council, but subject to the consent of the Legislative Council. The second reading was passed.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11 a.m. yesterday:—"Cyclone or typhoon South East of Naha. Direction unknown."

## THE SEIZURE OF "ARMS" AT AMOY.

The "Amoy Gazette" states on the authority of Mr. Mancini, the Acting Deputy Commissioner of Customs, that the reports as to the seizure of arms at Amoy have been greatly exaggerated. The seized goods were nothing more nor less than 8,000 old rusty rifle barrels imported in a junk from Formosa as "old iron."

## M. CAO.

(FROM OUR CORRESPONDENT.)

2nd September.  
A FINANCIAL CRISIS.  
Not without reason has there been considerable talk these last few days about the amount of money sent out of the Colony. It is fairly well known that during the last week of August no less than \$100,000 was drawn from Macao and consigned to Lisbon. The *Faenda* was in consequence at its wit's end. The end of the month was at hand and there was no money wherewith to pay the public employees. Some one, however, was inspired with a brilliant idea. The monopolists were the only hope. Under the persuasion of some official they were induced to pay their contributions the day before they were due, and the crisis was averted. It is pertinent to ask—Have the promises made by the Minister to Senhor Alves Rodrigues before his departure for the Colony been forgotten? It seems that promises were only made to be broken. Should this drain continue the Governor will find it increasingly difficult to retain his position, but there is good reason for believing that His Excellency will stand no nonsense.

EXTENSIVE THEFTS.  
The band of thieves who have been very active of late still continue their nefarious practices in spite of the police. The thieves enter houses quite boldly, and when they are caught it is alleged that they are not punished as they ought to be. It would be well if the authorities would take the matter in hand and endeavour to restore some feeling of security to residents.

## IMPROVEMENTS AT MACAO.

Mr. A. H. Wilson, the acting Commissioner of Customs at Lagos, mentions in his annual report that the vigour and thoroughness of the Public Works Department of Macao are manifest in almost every part of the Colony. "Apart from the Praia Grande extension towards the Barra Fort, this beautiful promenade has in its continuation northwards been subjected to many improvements. From it a new road, commanding a magnificent view, branches off at the end of the range on which the lighthouse is standing, and thence leads back at a higher level towards the city until it emerges at the end of the pine grove skirting the Avenida Public Gardens. The main artery leading from St. Antonio Church to the North has likewise been taken in hand with commendable energy, and well laid out, cross-roads connecting it with the Avenida Vasco da Gama are nearing completion. These well-kept roads ought to form an additional attraction for those who may wish to spend the hot summer months in salubrious surroundings."

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creams, Charms, Last Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. For Specialties for the Skin see the study of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents 622

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## A ROMANTIC MARRIAGE.

LONDON, September 3rd.  
Earl Poulett has been married to Miss Sylvia Storey, a Gaiety actress.

## OBITUARY.

LONDON, September 3rd.  
The death is announced of Rear-Admiral R. A. J. Montgomery, C.V.O., C.B., C.M.G., who was 56 years of age.

## REPORTED RECALL OF WU TING FANG.

TOKYO, September 2nd.  
It is reported that His Excellency Wu Ting Fang, Chinese Ambassador at Washington, has been recalled in consequence of an interview which he accorded the "New York Herald," the journal which is advocating a treaty between America and China.

[REUTERS' SERVICE.]

## PERSIA.

LONDON, September 1st.  
Telegrams received at Berlin from Tuleran report that the revolutionaries at Tabriz bombarded the Shah's troops while the latter were parading, killing eight hundred. Latest advices state that the fighting still continues.

## THE U.S. FLEET AT MELBOURNE.

LONDON, September 1st.  
At a banquet at Melbourne in honour of the visit of the United States battleship fleet, speeches were delivered by H. E. the Rt. Hon. Lord Northcote, G.C.M.G., Governor-General, the Hon. Alfred Deakin, Prime Minister, and Admiral Sperry. The latter in the course of his remarks said that any rupture of the friendship of English speaking nations would be a crime.

## GALES IN GREAT BRITAIN.

LONDON, September 1st.  
Furious gales are raging in Great Britain, and wrecks are reported all round the coast. The telegraphs throughout England are down.

## MOROCCO.

LONDON, September 1st.  
The German consul in Morocco has left Tangier on his return to Fez. The *Times* correspondent at Tangier describes the return as regrettable, seeing that at the beginning of Mulai Hafid's campaign the consuls were withdrawn by unanimous decision, and he attributes to Germany the intention of stealing a march on other powers.

## A REMARKABLE JAPANESE SHIP.

LONDON, September 1st.  
A specially constructed Japanese ship has arrived in the Mersey. She will take inside two submarines for Japan, her decks being removable for the purpose.

## THE CHINESE AND LIQUOR.

The Rev. Mr. Hooley, of Ipoh, who is about to leave has had an address presented to him by a number of Chinese townships of that place. Alluding to the anti-opium agitation, in which he has taken a prominent part in that district he said in his speech of acknowledgment:—"I was surprised to read Sir Frank Swettenham's remarks in the *Times* that this Anti-Opium agitation in the F.M.S. and S.S. was merely the work of a few Chinese babas who had cut off their own noses. I venture to say gentlemen, that he doesn't know the facts of the case. Nearly every leading town in the F.M.S. has joined the movement, and the masses are with us in their thousands. It is a national agitation. Then again, Sir Frank was overwhelmed with the great number of liquor shops in the S.S. and said that if the opium was stopped the Chinese would become drunkards. Such a thing would certainly be a calamity but the past history of China proves that they have never been a Drinking Nation, and that is a good omen for the future. It is a pity when Sir Frank was Governor that he did not restrict the number of liquor shops, if he now thinks them such a menace to the Chinese. There are too many of them and I hope that my Chinese friends will take a firm attitude upon the liquor evil as well as upon the opium one. Cheap liquor is sold in these shops which will almost 'kill dead at a thousand yards' and also in Bolanger 'Port Wine' is being sold at 10 cents a bottle. Such a state of things is deplorable."

On this the *Singapore Free Press* remarks:—"We fear that the rev. gentleman 'doesn't know the case' as regards past Chinese history. If he will consult Professor Giles's able article in a recent issue of the 'Nineteenth Century and After' he will discover that the past history of China presents an enormous body of evidence in Chinese literature, proving that until opium became their favourite sedative, the Chinese were continuously a drinking race."

## SUPREME COURT.

Thursday, 3rd September.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE ALLEGED TREASON ACTION.

The argument in the first of the two motions set down for hearing before Their Lordships the Chief Justice (Sir Francis Pigott) and the Puisne Judge (Mr. H. H. J. Gomperts) one on behalf of the plaintiffs and the other on behalf of the defendants in the recent jury action in which Reuter, Brockelmann and Company were sued by a Chinese firm for alleged wrongful seizure of property belonging to them—was concluded and their Lordships reserved their decision. Mr. M. W. Slade, instructed by Mr. Dixon, of Messrs. Hastings, and Hastings, appeared for the plaintiffs and Hon. Mr. H. B. Pollock, K.C., and Sir Henry Berkeley, K.C., instructed by Mr. Lang, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

Sir Henry Berkeley then moved the motion (details already given) asking the Court to order a re-trial.

## A QUESTION OF SIGNATURE.

At the Supreme Court yesterday there was an interesting discussion as to the signature of a letter. Mr. Slade said the signature was a personal one, as was indicated by the words employed "your younger brother." Mr. Pollock asserted that the words as translated were "yours humbly." Mr. Slade replied that the terms had identical meanings, and it was decided to call the interpreter for advice.

On the interpreter being called, the Chief Justice asked—What is the meaning of these characters?

The interpreter—Your younger brother.

The Chief Justice—Anything else?

The interpreter—Younger brother to you bows.

The Chief Justice—I must ask that translations be more accurate.

The interpreter—The meaning is right.

Mr. Pollock—Is there a word for 'humble'?

The interpreter—It is generally translated 'yours humbly.'

Mr. Pollock—Does it mean humble in the ordinary sense of the term?

The interpreter—Yes.

The Puisne Judge—It is literally "younger brother."

The interpreter—Yes.

Sir Henry Berkeley—It is a term of respect.

The Chief Justice—In many of these letters, whether in this case or in others, we are constantly coming across "younger brother." However, there it is.

The incident then ended.

## NEW INDUSTRIES NEAR HONGKONG.

The following items are taken from the report of Mr. W. R. M.D. Parr, acting Commissioner of Customs at Kowloon:—About 3 miles north of Shaohang, on the north shore of Miao Bay, near the village of Kookintow, a mine, known as Pakshikong, is being worked by the Pak Hing Mining Company, Limited. The minerals found are silver and lead. The samples assayed 55 per cent. of lead and 33 ounces of silver per ton. The area of the concession is small and the work is at present carried on by some 70 coolies with picks and shovels. This mine had been formerly worked, but had to be abandoned because the primitive pumping machinery then in use was unequal to prevent the flooding of the mine. At present two Douglas pumps are employed, but more up-to-date steam pumping machinery is shortly expected from Europe, so the prospects of the mine are considered good.

A glass factory was established by the Pak Wai Kung-shan in Pakshawan at Bias Point. The Company has a capital of \$400,000, divided into 8,000 \$5 shares, which it is intended to further increase as necessity arises. The works are situated near the beach, and the site seems well chosen, as an inexhaustible quantity of white sand suitable for glass making is to be found in the neighbourhood. The machinery at present in use was purchased from the old Hingham glass factory at Kowloon, but it is intended to replace this in the near future by more up-to-date plant. Some 500 workmen, chiefly local men, are now employed daily; but it is computed that as soon as the new plant has been installed from 2,000 to 3,000 work-people will be employed at the works. So far only glassware of a coarse quality and finish has been made. With a view to facilitate transportation of the factory products into the interior, a proposal is now under consideration to build a light railway to connect the works with Pakshawan with the prefectural capital of Waichow.

## FISCAL POLICY AND COTTON IMPORTS.

The following letter is extracted from a London contemporary:—Mr. Asquith considers it very wonderful and a conclusive argument for our present fiscal system, that this country should have doubled its imports of raw cotton in the past fifty years. The following figures are taken from Mr. M. de T. Webb's recent books on "India and the Empire":—

Years.	U.K.	U.S.A.	Europe.	Total.
1876-80	1120	618	97	2835
1906-7	1787	2210	2427	6424

It appears, therefore, that the Protectionist countries of Europe, which also have to import their raw cotton, have almost trebled their imports in thirty years, whereas the United Kingdom, according to the above figures, did not even double her imports in the same period. What then, becomes of Mr. Asquith's argument?

## AT THE MAGISTRACY.

A fine of \$20, with the alternative of three weeks' imprisonment was imposed on a native by Mr. J. H. Kemp yesterday for stealing a pair of shoes from a shop in Hollywood Road.

An office boy engaged at the Hongkong and Shanghai Bank was brought before Mr. Wood charged with stealing a quantity of blotting paper. After hearing the evidence his Worship said it was one man's word against another's, and discharged the defendant.

Mr. Donny, from the Crown Solicitor's office, applied on behalf of the Chinese Government for the surrender of Dai Fo and Chan Chin on a charge of armed robbery at Tienbotan village in the Pun Yu district, Kwangtung. Mr. Kemp committed the prisoners to jail pending the decision of His Excellency the Governor.

Sergeant Murison charged a native before Mr. J. H. Kemp with stealing a hat, and with furnishing a false name and address to a pawnbroker when pledging a pair of trousers and other clothing. Both charges were proved and the defendant was sentenced to six weeks' imprisonment on each; the sentences to run concurrently.

Another snatching case was heard before Mr. J. R. Wood. On the previous day a Chinese woman, while walking along Queen's Road, felt a hand touching her head. Turning round quickly she caught the man with her gold earring in his hand. He passed the earring pick on to another person who ran away. The woman followed, shouting "thief," and a district watchman arrested the second man. A postman who was passing told the watchman he had secured the thief, and the case was adjourned to enable the police to call this postman.

Before Mr. J. R. Wood yesterday afternoon five natives were prosecuted by Sergeant Willis, for being members of the Triad Society, and for being armed at night with offensive weapons with intent to commit a felony.

The accused were represented by Mr. Otto

Kong Sing.

Mr. Mok Lai Chi was called to prove that certain articles found in the possession of the defendants were such as were used by the Triad Society. He stated that the coloured papers found on the defendants were five coloured flags representing the five patriots. The melon seeds were used to show how much a man intended donating to the Society. If he picked up one, he was going to give \$1, if two, \$2, and so on.

Cross-examined—You don't come here to give evidence for nothing, Mr. Mok; you are paid to come here?—Yes.

You are not a Triad?—No.

And have never belonged to a Triad Society?—Never.

And you were never at a meeting of Triads?—No.

So that all this evidence you give, and have been giving—here for some time past is hearsay?—It is what I have seen.

The Triad Society is a secret society, isn't it?—Yes.

And they guard their secrets jealously, don't they?—Sometimes.

How did you derive your knowledge to make you pose here as an expert?—I learned it first from my father, who was a Triad.

Mr. Kong Sing—I submit your Worship is just as good an expert as this gentleman, who has been "lugged" along here by the police times out of number, and tells the same old story in the same old way every time. It is for your Worship to say whether he really is a competent witness or not. The whole of his evidence has been merely hearsay evidence.

Sergeant Willis—It has been used in the Supreme Court on several occasions.

His Worship—How long have you given evidence about Triad Societies?—For about five or six years.

Have you known many members of the Triad Society?—Two or three.

The fifth defendant was called and deposed to the articles before the Court being in his comrades' possession.

His Worship—Are you a member of the Triad Society?

Witness—On account of becoming an informer to Lance Sergeant 92, I was forced by people to become a member of the Triad Society.

The second, third and fourth defendants were acquitted on both charges.

Sergeant Willis asked his Worship to deal leniently with the fifth man, as he had greatly assisted the police.

Mr. Kong Sing—It's not my business, but I think it would be a very dangerous proceeding to allow a man like that to be at large.

His Worship asked if Triad Society members were giving the police much trouble in the New Territory.

Sergeant Willis—Yes, your Worship; we have had a lot of trouble of late, and there is now an order out that all undertrials are to be cleared out of the Territory.

His Worship convicted the first defendant, and sentenced him to three months' hard labour on the first charge, but discharged him on the second.

His Worship—Now, what about the fifth defendant?

Sergeant Willis—He is a married man with a wife and family living at Taiwai. He is not a loafer, and has always given the police every assistance.

His Worship told the fifth defendant he must come being a member of the Triad Society. He would be bound over in the sum of \$100, personal bond, to come up for judgment when called upon, and he would be discharged on the second count.



## CANTON.

[FROM OUR CORRESPONDENT.]

**HOW THE OPIUM LAWS ARE ENFORCED.**  
There is a clause in the new opium laws now enforced which states that no opium-smoking implements of any description shall be kept in public houses or places such as hotels, restaurants, flower boats, theatres, brothels &c. for the use or convenience of customers.

The Police were very energetic when the law was promulgated and searches were frequently made in these public places. All the implements were either removed or destroyed, and opium smokers who patronise these places had to cur their license and paraphernalia with them.

The public houses and flower boats in Fatsan, in order to evade the law to suit the convenience of customers, have each taken out several licences in the names of their servants and now these places have been practically converted into public opium dens where people can go and smoke opium with impunity. This sort of thing has been going on in Fatsan since the beginning of the year. It is alleged that the police in Fatsan have been bribed and are ignoring what is going on, thus making the new opium law a dead letter.

**CANTON-HANKOW RAILWAY.**  
The first section of the main line (from Wong Shu to Kong Chou, about 12 miles) was completed and opened for traffic about the 15th July last year. It is now reported that the Railway Company has completed another 30 miles (10 miles), from Kong Chou to a town called Ngai Tan An, and trains will commence to run to the latter place on the 7th instant.

**OFFICIAL MATTERS.**  
Viceroy Chang has sent a despatch to the Grand Council at Peking recommending honours that be conferred on the Commissioner of Customs at Kung Pak (Maos) for the good services done by that Customs House in the seizure of fire arms. His Excellency has also recommended the conferment of honours on the Foreign Consuls here for their kind assistance in the recent Flood disaster.

The Local Authorities received cable news from Peking stating that on the 31st instant the Emperor went personally to the Ancestral Temple and declared before the altar that he will establish a parliament in China in 1907. (This is intended to pacify those who are clamouring for Constitutional Government).

The Board of Education has called to the Provincial Literary Chancellor here authorising the immediate establishment of a College for the training of lady tutors.

The Board of Labour, Agriculture and Commerce at Peking has telegraphically requested the Local Authorities to recommend them persons who are versed in botany, agriculture and veterinary surgery. High official rank will be given to those who prove to be qualified.

It is reported that H. E. Yuan, nephew of Prime Minister Yuan Shi Kai, is certain to succeed Viceroy Chang at Canton. He was strongly recommended by H. E. Chang Chi Tung, who is now at the head of the Canton, Hankow Railway Affairs. Chang Chi Tung has already requested the Viceroy to abolish the Three Provinces Railway office here, and with Yuan's appointment no special Commission will be nominated for the supervision of the Canton-Hankow Railway. The special delegates who were on their way to Canton to investigate the complicated affairs of the Railway have been ordered to return to Peking.

September 2nd.

**AN ANTI-FOREIGN OFFICIAL.**  
Taoist Wen Tsung Yao is becoming prominent as one of the most anti-foreign officials here. It is reported that recently he advised Viceroy Chang to give instructions to all the Military and Naval authorities and the Literary Chancellor of the Kwangtung Province to use only native cloth for the uniforms of soldiers and scholars and to strictly prohibit the use of foreign cloth. Instructions to the above effect have been already issued by the Viceroy.

If he adopts similar measures in Tibet there will, no doubt be trouble in regard to British trade.

**INCREASING THE RAILWAY FARES.**  
The railway fares on the Fatsan line will be increased from the 1st day of the 9th moon. The increase being 10 cents for every station in the first and second class and 5 cents for the third class. It is expected that the third class passengers will protest as the increase is out of proportion altogether to their means.

DENVER FEVER.

Dengue Fever is visiting us again. Several Shamesan residents are laid up with it and it is feared that the epidemic will spread as it did in 1904.

It is said that the disease is spreading fast in the City. The cases, however, are mild, and no deaths are reported.

HONGKONG MERCHANT ROBBERED.

Mr. Ng San Sang, manager of the Fook On Company of Hongkong, was robbed of his gold watch and chain and certain other articles valued about \$300 on the 31st ultimo, while staying at the Yent Wah Hotel. The matter has been reported to the police who are now on the track of the criminal.

MANY GUNBOATS ON THE WEST RIVER.

It is reported that there are now 30 gunboats stationed on the West River. Each has to patrol a certain section of the river and must not go beyond the limit assigned to it, unless for coaling purposes. The Bureau of Local Affairs has established six coaling stations on the West River viz:—Shek Kee, Chin Tan Shan, Yung Kee, Tan Yuen Ho, Wong Hong and To Shing. The officials in charge of these stations have been instructed not to purchase any foreign coal, but to use native coal, and to render a monthly

statement of the amount of coal consumed and to name the places and districts where the coal comes from. This looks like official recognition and support of the boycott on Japanese goods.

RECRUITS AND FIRE ARMS.

The Provincial Government is recruiting a large number of men for the Reformed Army. Viceroy Chang has ordered the Government Arms Factory to manufacture several thousands of repeating rifles and several millions pounds of smokeless powder cartridges as soon as possible.

It is said that the Arms Factory has informed the Viceroy that 300 rifles and about 80,000 cartridges can be supplied each month.

SENATIONAL PIRACY.

The "Fook Chow" and "On Koo" launches trading between Canton and Waichow were both pirated on the night of the 28th ult. The pirates, about 50 in number, first boarded the "Fook Chow" and made use of her to pirate the "On Koo." About \$10,000 in money and valuable merchandise were carried away by the pirates. Many passengers, including several military officials and members of the crews of the vessels, were brutally murdered by the pirates who afterwards threw the bodies into the river.

The recent recrudescence of piracy in the Canton-Delta and robberies and plundering on land has been something abnormal. It would fill a couple of columns every day if all the cases were reported.

CANTON-HANKOW RAILWAY.

It is feared that great difficulty will be experienced in collecting the second instalment on the shares of the Railway Company, payment of which is now due.

It is reported that the Charitable Institutions in Fatsan have announced their inability to collect the second instalment on the shares for which they are responsible.

The Cloth Guild at Fatsan who are responsible for the subscription of over 1,000 shares have taken down their agency sign board of the Railway Company and have refused to issue notices of call.

VICEROY CHANG.

His Excellency Viceroy Chang has again advised the Grand Council at Peking praying that his resignation may be accepted. His health and old age are pleaded.

**DYING CHINESE AGRICULTURAL INDUSTRIES.**

TEA AND SUGAR.

Mr. W. R. M. D. Parr, Acting Commissioner of Customs at Kowloon, in his report on the trade of 1907 remarks that Tea from Canton shows an annual falling off, and it seems only a matter of time when it will entirely disappear from the returns of the port.

With regard to Sugar the Commissioner says:—There are no large sugar plantations under skilled management in this district. Each farmer cultivates his own plot after somewhat primitive methods, so that notwithstanding the natural advantages of soil, climate, and cheap labour, the native sugar is gradually being ousted by its foreign competitors. Year by year the area of cultivation has diminished, as the farmer now finds it more profitable to raise other crops. A Chinese acre of land produces about 3 piculs of liquid sugar, which sells for \$12.50 at the principal local markets. Lamshui, Lungkong, Pinghsan, Fakmongs, etc., in the Kwangtung district. For this acre of land the farmer pays rent amounting to \$2, and the necessary manure costs about \$6 while the labour is reckoned at about \$1. This farmer thus expends some \$9 on his acre of sugar cane, and his crushing costs him some \$3 more; that is to say, the farmer has expended some \$12 in the production of 3 piculs of liquid sugar which realised \$12.50. Thus the farmer realised a mere or less problematical gain of \$0.50 per acre. The sugar refiner from these 3 piculs of liquid sugar draws some 120 catties (160 pounds) of the so-called white sugar, which he sells locally for \$5; somewhat better prices can be realised at Canton but the difference hardly covers the cost of transport. From the remains of the white sugar the refiner obtains 150 catties (200 pounds) of tongsui which gives about 60 catties of brown sugar and 50 catties (80 pounds) of kiteshi the liquid that remains after the brown sugar has been made. The 60 catties of brown sugar sell for \$2.20 and the kiteshi for \$1.20, the refining expenses are calculated at \$1.20. The refiner or merchant is therefore, even in a worse plight than the farmer, for he has only realised \$8.80 after an expenditure of \$13.70 (i.e., purchase of 3 piculs of liquid, \$10.50 refining expenses, \$1.20 = \$13.70), representing an actual loss of some \$5 per 3 piculs of liquid sugar refined. All the native sugar merchants therefore faced badly in this district, and those in the northern part of the province appear to have done no better. As a consequence the price of liquid sugar has fallen, and at present prices it will be impossible for the farmers to continue with the cultivation of the sugar cane. Moreover during the year the sugar cane was attacked by a parasite which damaged much of the growing cane, thus adding one more blow to a fast-dying industry which appears no longer able to compete successfully with its foreign rival.

**THE NAVAL BASE AT ROYTH.**  
Great interest, the Naval & Military Record says, is being displayed by the people of Edinburgh in the development of the naval base at Royth. While there is no reason to doubt that the small vote of £25,000 taken in the current Estimates will be fully expended, it is impossible that outward and visible signs of progress will be apparent during the next few months. Our contemporary adds:—We are able to state on reliable authority that there is no foundation for the reports that the Admiralty have been considering the question of creating an alternative naval base at Cromarty. From the strategic standpoint Cromarty is too far to the northward, besides which the Firth of Forth, is capable of accommodating a much larger fleet. After the manœuvre upwards of 150 warships were anchored in the Forth, some above and some below the bridge, and the excellence of the anchorage was again fully demonstrated. It is no secret either that most elaborate arrangements for mining the approaches to this splendid and extensive anchorage have been perfected. Already a large fleet could lie near the Forth Bridge in complete security. The opinion has been freely expressed by naval officers in the Navy Division of the Home Fleet that the Government will be ill-advised if it allows the Royth works to be delayed by financial exigencies. There can be little doubt that these works would have been pushed forward with rapidly had it been possible for the Admiralty to find the necessary funds under the now discredited loan system, for three millions is a mere bagatelle compared with what we have expended at Rayhan, Portland, Dover, and Gibraltar during the past fifteen years.

## RAILWAYS IN KWANTUNG.

Mr. Paul H. King, Commissioner of Customs at Canton, in his annual report says:—

Of the Canton-Kowloon Railway, it is yet early days to speak. The company has opened its head office on Shamesan in the old Desoon hong. Tsoat Wei Han is Managing Director, representing Viceroyal interests, while the Engineer-in-Chief is Mr. Frank Grove, late of the Soochow-Nanking Railway. These preside over a mixed staff of foreign and Chinese engineers and clerks, and it is understood that the line along its whole length, Canton to Samshun, has been surveyed. Here, again, whether or not the line gets through to the Kowloon shore, China is safeguarded against loss in the fact that the East River traffic alone will be quite sufficient to secure commercial success, besides the possibility, by a branch extension from Waichow, of bringing Canton into direct communication with Swatow.

The number of passengers carried by the Canton-Fatsan-Samshun branch of the Yieh-Han Railway during the year was 3,191,524, of whom 3,081 were non-Chinese. The gross earnings amounted to \$562,990, of which sum \$578,519 were contributed by passenger traffic. The freight earnings are still insignificant, and will probably remain so until the railway can be carried on along the West River bank, say, as far as the important town of Shihing, a distance of about 26 miles from Samshun. The extension would be neither difficult nor costly, and could not fail greatly to enhance the takings of the company both in freight and fares.

During the year some notable improvements have been effected. The rolling-stock has been greatly strengthened by the purchase of two eight-wheel locomotives from the American Locomotive Company. The Shekwaing ferry wharf has been easily paid for out of the year's earnings, and the line stands as a living example of the truth of the proposition I have ventured to put forward—that railways in China are bound to pay. In view of the number of passengers carried by the railway, it might be thought that "steam boating" on the Fatsan-Creek had been killed as effectively as similar traffic on the Mississippi; but such is not the case. It has, however, been severely put into, and there can be little doubt that when the company has so arranged matters as to run trains actually into the town of Fatsan—the present Fatsan depot is 1½ miles from the town—the launches will for the most part find their occupation gone. Incidentally, too, another of China's problems will be solved, as the inhabitants on the banks of the Creek will no longer be tempted to piratical ventures by the spectacle of the wheezy launch, with its dollar-laden passenger tow crawling past their doors at all hours of the day and night.

WIRELESS TELEGRAPHY IN KWANTUNG.

In his annual report Mr. Paul H. King, Commissioner of Customs at Canton, says:—The Kwangtung government, being satisfied with the good working of the two Hainan stations purchased from the Telefunken East Asiatic Wireless Telegraph Company, has acquired eight other wireless telegraph stations for a "range of 100 miles," and established a school for wireless telegraphy in Canton, the Telefunken East Asiatic Wireless Telegraph Company supplying an engineer as a teacher for the school. Two stations were erected for the purpose of prefacing, one in the Wireless Telegraphy School in Canton and one in Whampoa, the stations being opened (for Government service only) on the 1st September. The course of the Wireless Telegraphy School lasted from the 1st June to the 1st December. After the examination, at which 20 students obtained the certificate for wireless telegraph operators, the Kwangtung Government engaged from the Telefunken East Asiatic Wireless Telegraph Company an expert as adviser to the Kwangtung government and also to supervise the teaching of new students and the installation of the stations. Regarding the places where the stations are to be installed, the Kwangtung government has decided to use them for the extension of the system of wireless telegraphy in the West River and the Delta, more especially to establish effective means of communication for the use of the river patrol, so as to enable the administrative authorities to control the patrol service in a more strategic and efficient manner than it would otherwise have been possible. Of gunboats, the "Lungshan" (built a year ago in Hongkong) has already been fitted out with wireless telegraph installation; the four new gunboats now in course of construction in Hongkong are also to be fitted with wireless telegraph installations. The ship and land stations in and around Canton have been placed under the supervision of Admiral Li Chen.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 3rd at 11.55 a.m.—The barometer has fallen generally except at the Bonin, where a moderate increase of pressure has taken place. The depression over the Pacific to the S.E. of the Looeoes is still indicated. It is probably moving towards N.W. at present. A second depression is shown over Central China. The high pressure area lying over N.E. Japan appears to be a fling towards the East.

Moderate N.E. winds may be expected in Formosa Channel, and moderate N.W. and W. winds over the South China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—N.W. and W. winds, moderate; fair. Formosa Channel... N.E. winds, moderate. South coast of China between Hongkong and Looeoes... Same as No. 1. South coast of China between Hongkong and Hainan... Same as No. 1.

## SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.

The str. *Northampton* left Singapore on the 2nd inst., and is due here on or about the 8th inst. a.m.  
The C.P.E. str. *Montezuma* arrived Kobs at 7.30 a.m. on Wednesday, the 2nd inst., and left again at 5 p.m. same day via Nagasaki for Shanghai, where she is due to arrive at 8 a.m. on Sunday, the 8th inst.

THE SUEZ CANAL.

Returns of shipping and tonnage for the years 1905, 1906, and 1907 have been issued as a Parliamentary paper. The results of the past year's working were contained in the report issued by the Company earlier in the year and presented to the shareholders at the annual meeting, held in Paris, on June 2. The White Paper states that there was an increase of 1,282,200 tons in the net tonnage for the past year, and an increase of nearly 8,000,000 in the earnings. Of 3,254 merchant vessels and vessels in ballast, of a net tonnage of 11,000,134 tons, passing through the canal, 2,441 ships, of a net tonnage of 8,573,031 tons, were British, being fully 75 per cent. of the number; and nearly 73 per cent. were German vessels, whose tonnage was 10 per cent. of the whole. France, Holland, Russia, Austria-Hungary, Denmark, Norway, etc., combined furnishing a total of 135 per cent. of the vessels and 10 per cent. of the tonnage of the carrying trade to the East through the Suez Canal. It is stated that the mean duration of passage for all vessels navigating the canal was 17hrs. 38mins. in 1907, as compared with 18hrs. 2mins. in 1906, while the percentage of vessels navigating by night as well as by day amounted to 98.7 per cent. in 1906, as compared with 98.5 per cent. in 1907.

TANK STEAMERS.

The *Heppner*, which Palmer's Company, of Jarrow, are building for the Anglo-American Oil Company's German line, is said to be one of the most interesting examples of the bulk oil carrier that have been laid down in recent years. She has a capacity of 500 tons. This makes her out to be one of the largest, if not the largest, vessel of the type, ever built on the Tyne. People who assume that the tanker is a modern innovation will be surprised to learn that this Tyne-side concern was building steamers to carry oil in bulk as far back as 1872. Even before that time vessels with separate tanks for the carrying of oil were in use on the Tyne, but their internal arrangements involved much loss of space. Since 1872 Palmer's has built no fewer than 30 steamers of the kind, all of which are at this moment afloat and in active service. Considering the high mortality of oil steamers this is probably a record, but whether or not, it indicates a careful development of the type which is worthy of the highest praise. The tanker is not easy to build successfully, chiefly because the strains are excessive. In an ordinary steamer the floors and plating in each frame space, but in oil steamers the weight is borne to a very large extent directly by the shell plating itself. Success is therefore only achievable through actual experience, which largely, if not wholly, accounts for the comparatively small number of firms specialising in the work.

A NEW KOREAN COASTING SERVICE.

The Korean Government has at last, says the "Soul Press," decided to grant a subsidy to a coasting service which will be started by Mr. H. Yoshida at Wonsan in North-Eastern Korean waters. The subsidy is to be given for three years only, the annual amount being fixed at 17,119 yen; or to be more precise, 4,770 yen for the Fusan-Wonsan line, 5,139 yen for the Fusan-Wanki Bay line, and 2,569 yen for the Wonsan-Kanggyong line. The grant will commence next September but is to be retained in annual instalments from September 1918. The Korean Authorities at the same time promised Mr. Yoshida to lend him a steamer of not less than 500 tons gross. The shipper, on the other hand, will be under obligations to keep a ship of not less than 500 tons each of the Fusan-Wonsan and Fusan-Wanki Bay lines and to run a monthly service on each line. 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## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and should be sent to the Press Office, after that hour the supply is limited. Only supplied for Cash.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th N. 1st.

P.O. Box, 85. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

NOS. 1, 2, and 5, ORMSBY TERRACE, Kowloon, with ground at rear for Recreation or Garden.

No. 2, KIMBERLEY VILLAS, K. Wilson. Cheap rental.

Apply to—

SPANISH PROCURATION, 2, Seamount Road, Hongkong, 4th September, 1908. 1284

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on THURSDAY, 17th inst., at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to GIBB, LYNDENSTON & Co., Agents.

Hongkong, 4th September, 1908. 1282

For SAN FRANCISCO.

## THE Steamship

"DAKO AH," Capt. W. Rose, will be despatched as above on or about 30th September, 1908.

For Freight and Passage apply to—

STANDARD OIL CO. OF NEW YORK, Oriental Branch, General Department, (Hotel, Main one), Hongkong, 4th September, 1908. 1283

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

From CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 5th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd. General Managers.

Hongkong, 3rd September, 1908. 18.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE," From MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LYNDENSTON & Co., Agents.

Hongkong, 3rd September, 1908. 1280

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of HANS VON VARECHMIN late of Pskov, Consul for Germany, Deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance No. 2 of 1897, made an Order limiting to the 1st day of October, 1908, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

E. A. VORETZSCH, 1208  
Consul for Germany, Administrator.

NOTICE.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the Estate of Mr. JOH. THYEN, deceased, late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 14th inst., at 4 p.m.

H. LINDMEYER, Executor.

Hankow, 20th August, 1908. 1285

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1908, with INDEX, Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 23rd July 1908

## WANTED.

FURNISHED HOUSE on the Peak or Lower Levels from December, 1908 to March 1909, or longer.

Apply—

Care of "Daily Press Office,"  
H. Narkong, 2nd September, 1908. 1255

## WANTED.

BOARD and RESIDENCE with a Respectable English Family on one of the higher Levels, View of Harbour and quiet surroundings essential.

Apply—

Care of "Daily Press Office,"  
Hongkong, 29th August, 1908. 1241

## INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, (TOMORROW) SATURDAY, 5th September, 1908, commencing at 4 p.m.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

Soldiers and Sailors in Uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Post entries will be accepted for event No. 5.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 2nd September, 1908. 1256

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on FRIDAY, the 25th instant, at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of Electing Officers for the ensuing year, &c.

DAVID WOOD, Acting Hon. Secretary.

Hongkong, 3rd September, 1908. 1259

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 19th September, both days inclusive.

DOUGLAS, LAPEL & Co., General Managers.

Hongkong, 3rd September, 1908. 1257

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock a.m. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order,  
JAMES CRAIK, Acting Secretary.

Hongkong, 3rd September, 1908. 1258

NOTICE.

THE Undersigned begs to notify that the CHU KWONG LAM Firm with all its Branches has been DISPOSED OF to Mr. UN-OL-YU, who will undertake to settle all and sundry of the liabilities connected therewith.

The undersigned therefore refuses to hold himself responsible for any debts old or new contracted by the aforesaid Firm.

CHU SHU NAM.

Hongkong, 1st September, 1908. 1251

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Dealing with 2,200 Gallons Juice per hour, comprising:

- 1 Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Messias Carriers complete.
- 1 Horizontal Single Cylinder engine 48" by 28" and Cast Steel Gearing.
- 1 Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.
- 1 Juice Heater of 800 square feet heating surface.
- 8 Clarifiers of 600 Gallons each on platform supported by C.I. Columns.
- 4 Filter-Presses 25 inches square with 31 Chambers each.
- 2 Elevators with Copper Coils &c.
- The above as supplied by Messrs. McQuis Harvey (The Harvey Engineering Co.) Glasgow in 1901.
- 8 Oil Jacketed Open Boiling Pans (Millers Patent) for making Muscovado or Concreto Sugar without Molasses residue.
- 2 Stirring Bolters working at a pressure of 180 lbs., per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 sq. are feet, grate surface 95 square feet.
- 1 Overhead Crane for Mill and Engine equal to a lift of 15 tons.
- 1 Electric Lighting Plant.

Factory Building 103 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanised iron roof and ends.

The Plant works with messias fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Perak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Tenant of the Factory and Machinery can be done by the Sellers who will if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—

THE STRAITS SUGAR CO., LD., 27, Austin Friars, London, E.C.

or to

JOHN TURNER, Penang.

Hongkong, 27th August, 1908. 1261

## INTIMATIONS

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

23, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1261

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37 HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 615. 660

## NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VŒUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILA CIGARS and CIGARETTES, as well as NOVELTY, ALBUMS, &c., &c., are for Sale at moderate prices.

GRACA & CO., 27, Des Vœux Road, Hongkong, 7th August, 1908. 1021

## JUST ARRIVED.

AMERICA'S LEADING W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co., 14, Queen's Road, Central, Hongkong, 27th August, 1908. 651

A TACK & CO., 26, Des Vœux Road, CENTRAL.

JUST LANDED A LARGE ASSORTMENT OF CAMERAS and PAGET'S PAPERS, &c., &c., Kindly Come and Inspect our New Stock.

DEVELOPING and PRINTING UNDERTAKEN.

Hongkong, 7th August, 1908. 91

A LING & CO., 19, QUEEN'S ROAD CENTRAL (Next to Messrs. KURN & KOMOR).

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 730

NOTICE TO CONSIGNEES.

S.S. "ERNEST SIMONS," COMPAGNIES DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne Anam," from Harve ex s.s. "Dordogne," from Bordeaux ex s.s. "Villo de Lorient" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Pressure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after Monday, the 7th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.

All damaged packages will be examined on Monday, the 7th Sept., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 31st August, 1908. 2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

- From London, &c., ex s.s. "Victoria."
- From Australia ex s.s. "Himalaya."
- From Calcutta, ex s.s. "Dornoo."
- From Persian Gulf ex B. I. S. N. & P. & O. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

Shipped Consignments will be checked by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

P. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd September, 1908. 1260

## TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONSFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellist, Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Drawing Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Old Book MacGregor).

OFFICES in Queen's Road Central. BEILLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VŒUX VILLAS (PRAK).

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 10th August, 1908. 89

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to—

DAVID SASSOON & Co. Ltd., Hongkong, 7th April, 1908. 96

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 91

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—

SCHULDT & CO., Hongkong, 28th July, 1908. 1618

TO LET.

4 ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LD. Hongkong, 15th August, 1908. 1018

TO LET.

DERBINGTON, Park Road, below L.B.C. Tennis Courts. From 1st September a.s. The Property is also FOR SALE.

For Particulars apply to—

C. SCHROETER, Care of GARRAULT, ROSENBERG & Co., King's Buildings, 3rd Floor. Hongkong, 8th August, 1908. 1164

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very modern in every particular.

Apply to—

YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yauwatt, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nai Chung Road.

A HOUSE in RYAN TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in York Building.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1908. 86

TO LET.

SHAMSEEN, CANTON.

ROOMS, TO LET, Suitable for Offices or Dwelling.

Apply to—

POWELL GRANT, Canton, 31st August, 1908. 1244

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. 185

TO LET.

No. 75, CAINE ROAD.

Apply to—

SAM WANG CO., LTD., 31, Queen's Road Central, Hongkong, 3rd September, 1908. 180

TO LET, FROM 1st SEPTEMBER.

AT SHAMSEEN, CANTON.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st September, 1908. 1110

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central, (formerly occupied by Messrs. SEWAL TOMES & Co.)

Apply to—

THE COMPADORE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central. Hongkong, 10th June, 1908. 947

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—

COMPADORE DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 31st July, 1908. 188

TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road, Kowloon. Cheap Rent. Rooms Nos. 7, 8 and 9 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to—

WING ON, Contractor, 84, D'Aguiar Street, Hongkong, 1st September, 1908. 1250

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS.

"CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 8th February, 1907. 668

SIEN TING.

SURGEON DENTIST, No. 10, DAUGULAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. 575

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

CODE WORD "DOCK."

A.I. A.B.C., and Engineering Code. Urd NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 84 "

Width of Entrance on Bottom... 84 "

Water on Blocks at Spring Tide 84 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 68 "

Width of Entrance on Bottom... 68 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 354 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 59 "

Water on Blocks at Spring Tide 52 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for Private Residences, an extensive and complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## INSURANCES

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 \$18,114,624.

I. Authorized Capital.....\$3,000,000

Subscribed Capital.....2,750,000

Paid-up Capital.....687,500 0 0

II. Fire Funds.....\$3,085,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. 1019

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Agents.

Hongkong, 13th August 1908. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co. Agents.

Hongkong, 31st April, 1897. 114

FOR SALE.

CHINA EXPRESS CO., 3, DUDDELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOEZE-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

FOR SALE.

LOT No. 52, British Concession, Property of the CANTON CONDITION HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT.

Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central. Hongkong, 16th May, 1908. 853

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 38 at NOBLE POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 998 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 184

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service; Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwaishin, is dedicated to Sir KORETZ HART, G.C.M.G. and Dr. A. KENNIE.

The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price ... .. \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PRINTING AND BOOKBINDING OF ALL DESCRIPTIONS.

BUSINESS CIRCULARS, COMPANY PROSPECTUSES, COMPANY REPORTS & BALANCE SHEETS, BILLS OF LADING, FIRE & MARINE INSURANCE FORMS, STOREKEEPERS' PRICE LISTS, COMMERCIAL CODES, COMMERCIAL REPORTS, COMMERCIAL FORMS OF ANY KIND, ALSO, MESS. GARRAULT, ROSENBERG & Co., LTD., 3rd Floor, King's Buildings, 3rd Floor, Hongkong.

LEDGERS & ACCOUNT BOOKS MADE TO ORDER.

PERIODICALS, BOUND AND BOOKS OF ALL KINDS RE-BOUND IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office.











# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELHI	Noon, 5th Sept.	See Special of Call.
LONDON AND ANTWERP	NYANZA	About 9th Sept.	Freight and Passage.
ANG, COLOMBO PORT	SAID AND MARSEILLES		
SHANGHAI, MOJI, KOBE, PERA		About 12th Sept.	Freight only.
and YOKOHAMA			
SHANGHAI, MOJI, and ORIENTAL		About 17th Sept.	Freight and Passage.
KOBE			

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 4th September, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"SHAOHSING"	On 4th Sept., 4 P.M.
HUIHOW and HAIPHONG	"CHIHLI"	On 8th Sept., 2 A.M.
MANILA	"TEAN"	On 8th Sept., 4 P.M.
SWATOW, CHEFOO, and TIENTSIN	"HUIHOW"	On 10th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, OKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE, PERTH, and MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	"TAIYUAN"	On 10th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through-Bills of Lading to all Yangtze and Northern China Ports.

INDO-CHINA STEAMERS, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th September, 1908.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 10th September	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	FOR DUNKERQUE, ANTWERP & HAMBURG: S.S. SPEZIA ... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	FOR HAVRE & HAMBURG: S.S. AMERICA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.
FOR NEW YORK ... S.S. VANDALIA ... On 23rd September.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 29th August, 1908.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 5th Sept., Noon.
SHANGHAI via SWATOW & NINGPO	"WINGSANG"	Sunday, 6th Sept., D'Light
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Tuesday, 8th Sept., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 8th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.

## RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cienfo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 4th September, 1908.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW	"JOSHIN MARU"	SUNDAY, 6th Sept., at 10 A.M.
SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 8th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample and Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 1st September, 1908.

T. ARIMA, Manager.



# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith Tons 6309	WED'DAY, 16th Sept., at Daylight
VICTORIA, A. R. C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	TAMBA MARU Capt. O. H. Butler Tons 6134	WED'DAY, 30th Sept., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU Capt. G. S. Leprik Tons 5901	TUESDAY, 15th Sept., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	TOSA MARU Capt. J. Nagao Tons 5825	TUESDAY, 29th Sept., at 4 P.M.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekino Tons 3817	FRIDAY, 4th Sept., at Noon
SHANGHAI, MOJI and NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison Tons 5559	FRIDAY, 2nd Oct., at Noon
	MOYORI MARU Capt. J. Handa Tons 3773	FRIDAY, 4th Sept., at Noon
	KAMAKURA MARU Capt. H. Fraser Tons 6126	TUESDAY, 8th Sept., at Noon
	TOTOMI MARU Capt. M. Winkler Tons 3412	TUESDAY, 8th Sept., at Noon
	KUMANO MARU Capt. N. Matheson Tons 5076	WED'DAY, 30th Sept., at Noon

\* Omitting Keelung and Shimidzu.  
\* Fitted with Marconi's System of Wireless Telegraphy.  
\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
\* For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 4th September, 1908.



# HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS  
AND SUEZ CANAL.

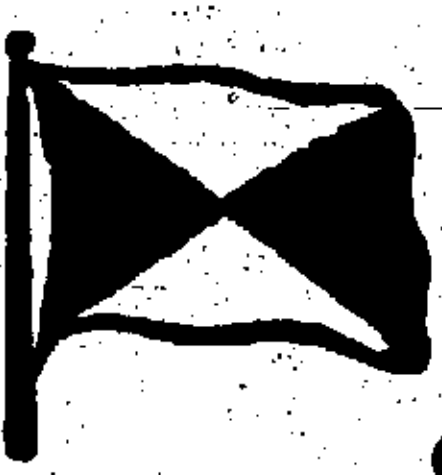
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 21st Sept., at 5 P.M.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 4th September, 1908.



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 31st August, 1908.

# CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chiuwang, (Fuking (Tientsin), Kobe, Yokohama, GYOKO to HONGKONG in 30 DAYS. NAPIES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe } via Vancouver.  
YOKOHAMA to VANCOUVER } 13 DAYS.  
YOKOHAMA to LONDON and PARIS } 28 DAYS.

HOMeward via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

= OUESSANT ... 5th Sept.	= CEYLAN ... 26th Nov.
+ AMIRAL OLY ... 12th Oct.	= CORSE ... 11th Jan. 09

\* New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

\* Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 26th August, 1908.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.
YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th Sept.

For Further Particulars, apply to

MELOERS & CO.,  
AGENTS.

Hongkong, 23rd August, 1908.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPEDIENT ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the.

York Buildings, 1st Floor.

Hongkong, 31st August, 1908.

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at low rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and ASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VŒUX ROAD,  
HONGKONG.Japan Office:—  
14, WATER STREET,  
YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS.	SHIPPING VESSELS.
ARANA, British str., 2,675, A. Bowden, 26th Aug.—New York 23rd June, Petroleum—Standard Oil Co.	WINGSANG, British str., 1,617, D. A. King, 31st Aug.—Shanghai via Swatow 29th Aug. General—Jardine, Matheson & Co.
ALISACRAIG, British str., 2,186, A. D. Moody, 30th Aug.—Barry Dock 14th July, Coal—Navy Department.	YAWATA MARU, Japanese str., 3,819, T. Sekino, 1st September—Yokohama 22nd Aug. General—Nippon Yusen Kaisha.
AMERICA MARU, Japanese str., 3,460, W. E. Filmer, 23rd Aug.—San Francisco and Shanghai 26th Aug. Mails and General—Tokyo Kisen Kaisha.	YUERSANG, British str., 1,123, P. H. Boyle, 31st Aug.—Manila 25th Aug. General—Jardine, Matheson & Co.
ARNELL, British str., 2,433, Winanion, 24th Aug.—Whampoa 23rd Aug. Ballast—Bradley & Co.	ZAFIRO, British str., 1,819, R. Rodger, 31st Aug.—Manila 25th Aug.—Shanghai, Tientsin & Co.
CHOSHUN MARU, Japanese str., 1,204, Suruga, 24th Aug.—Shanghai August 18th and Swatow 23rd. General—Osaka Shosen Kaisha.	ECOLINE, British 4-masted bark, 2,968, James White, 18th Aug.—New York 28th April. Case Oil—Standard Oil Co.
CLAVESBURN, British str., 2,518, W. H. Sedon, 17th Aug.—from Cardiff, Coals—Dodwell & Co.	JUTTERBURY, British ship, 2,480, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.
DAGOT, Norwegian str., 585, Abrahamson, 31st Aug.—Chico 24th Aug. General—Asgaard, Thorsen & Co.	
EMPRESS OF JAPAN, British str., 5,940, S. Robinson, R.N., 27th Aug.—Vancouver Aug. 5th and Shanghai 24th. Mails and General—Canadian Pacific Railway Co.	
FORSTER DALE, British str., 2,393, Neall, 24th Aug.—Samarang 10th Aug. Sugar—Butterfield & Swire.	
HAILAN, French str., 477, O. A. Hoeg, 31st Aug.—Hohow 29th Aug. General—A. R. Mart.	
HAIRNUT, British str., 336, A. J. Robson, 2nd September—Swatow 1st Sept. General—Douglas, Laprak & Co.	
ITHACA, German str., 1,410, W. J. Geyer, 2nd September—Chukiang 27th Aug. General—Hamburg-Amerika Linie.	
JOHN HADRI, British str., 2,816, McMillan, 26th Aug.—New York 19th June. Korosine Oil—Standard Oil Co.	
JOSHIN MARU, Japanese str., 702, Kaburaki, 2nd September—Tientsin 30th Aug. General—Osaka Shosen Kaisha.	
KAIFONG, British str., 987, Mathias, 22nd Aug.—Cebu and Iloilo 18th Aug. General—Butterfield & Swire.	
KNIVBERG, German str., 840, Hank, 2nd September—Tientsin 30th Aug. Coals and General—Jensen & Co.	
KWANGTAN, Chinese str., 4,535, Wm. H. Lun, 30th Aug.—Shanghai 27th Aug. General—Chinese.	
LAMINGTON, British str., 2,233, Maophail, 31st Aug.—Hong Kong 28th Aug. Coal—Butterfield & Swire.	
LAUSCHAN, German str., 2,058, Spierling, 25th Aug.—Moji 17th Aug. Coal—Jensen & Co.	
LENNOX, British str., 2,574, F. McNair, 24th Aug.—Vancouver 27th July and Shanghai 20th Aug. General—C. P. R. Co.	
LIGHTNING, British str., 2,125, A. E. Gendles, 25th Aug.—Calcutta and Singapore 23rd Aug. General—David Sassoon & Co., Ltd.	
LOCKWELL, German str., 1,030, W. Taubert, 25th Aug.—Bangkok 14th Aug. Rice—Butterfield & Swire.	
LOONGSANG, British str., 1,422, S. J. Payne, 24th Aug.—Manila via Amoy 23rd Aug. General—Jardine, Matheson & Co.	
LOYAL, German str., 1,237, F. Natzius, 30th Aug.—Bangkok and Kohnschan 22nd Aug. General—Sander, Wieler & Co.	
MACDUFF, British str., 1,228, C. M. Burch, 17th Aug.—London and Singapore 11th Aug. General—Dodwell & Co.	
MANILA, German str., 1,108, J. Minssen, 21st Aug.—Sydney 30th July, General—Meibers & Co.	
MAUSANG, British str., 1,644, Weigall, 23rd Aug.—Sandakan 22nd Aug. Timber and General—Jardine, Matheson & Co.	
NANCHANG, British str., 1,047, W. J. Miller, 30th Aug.—Shanghai and Swatow 29th Aug. General—Butterfield & Swire.	
NICOMEDIA, German str., 4,363, P. Wagemann, 1st September—Portland and Moji 27th Aug. General—P. & A. S. S. Co.	
ONSANG, British str., 1,787, E. Wheeler, 14th Aug.—Moji 8th Aug. Coal—Jardine, Matheson & Co.	
PERUMPHEN, British str., 1,065, Scott, 26th Aug.—Saigon 21st Aug. General—Chinese.	
QUAETA, German str., 1,852, H. Madsen, 15th Aug.—Palo Pukun 9th Aug. Old Iron Tanks—Sander, Wieler & Co.	
RAJAH, Norwegian str., 1,200, Augensen, 17th Aug.—Rajang 10th Aug. Timber—Walton & Co.	
SEKTA, German str., 1,642, Dealer, 12th Aug.—Wakamatsu 6th Aug. Coal—Sjoesen & Co.	
SHAOSHING, British str., 1,301, W. McIntosh, 1st Sept.—Shanghai 29th Aug. General—Butterfield & Swire.	
TAIHUEN, Chinese str., 1,264, Klopfer, 2nd September—Shanghai 30th Aug. General—Chinese.	
TJIKINI, Dutch str., 7,000, P. S. Schellen, 31st Aug.—Moji 26th Aug. General—Java-China-Japan Lijn.	

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Weihaiwei.	Britannia, British ship, 10,700 tons, Comdr. B. L. Maundie, Hongkong.
Andromeda, 2nd class cruiser 4360 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Colombo to recommission.	Clio, British ship, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.
Bedford, British cruiser, Capt. S. E. Erskine, R.N., Weihaiwei.	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 3700 h.p., Lieut-Comdr. Gresson, Weihaiwei.
Bramble, gunboat, 710 tons, 900 h.p., Lieut-Comdr. Hoar, R. O. D. Bridgman, Weihaiwei.	Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut-Comdr. F. B. Noble, Yangtze.	Harty, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. G. C. Dickson, Weihaiwei.
Cadmus, British ship, 1070 tons, Comdr. B. L. Maundie, Hongkong.	Janus, torpedo-boat destroyer, 329 tons, 6 guns, 3900 h.p., Lieut-Comdr. C. A. Freeman, Weihaiwei.
Clio, British ship, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.	Kent, armoured, 980 tons, 14 guns, 2200 h.p., Capt. G. C. A. Manservant, Weihaiwei.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 3700 h.p., Lieut-Comdr. Gresson, Weihaiwei.	King Alfred, British cruiser, 4360 tons, 10 guns, 7000 h.p., Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons.
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.	King, British ship, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.
Harty, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. G. C. Dickson, Weihaiwei.	Merlin, surveying ship, 1080 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jesselton.
Janus, torpedo-boat destroyer, 329 tons, 6 guns, 3900 h.p., Lieut-Comdr. C. A. Freeman, Weihaiwei.	Momonga, cruiser, 9800 tons, Capt. G. W. Smith, Weihaiwei.
Kent, armoured, 980 tons, 14 guns, 2200 h.p., Capt. G. C. A. Manservant, Weihaiwei.	Moore, river gunboat, 180 tons, 2 guns, Lieut-Comdr. C. C. Walcott, West River.
King Alfred, British cruiser, 4360 tons, 10 guns, 7000 h.p., Vice Admiral the Hon. Sir Hedworth Lambton, Commander in Chief, 14100 tons.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut-Comdr. E. S. Roy, R.N., Yangtze.
King, British ship, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.	Otter, torpedo-boat destroyer, 355 tons, 6 guns, 6300 h.p., Paid-off.
Merlin, surveying ship, 1080 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jesselton.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. J. White, Hongkong.
Momonga, cruiser, 9800 tons, Capt. G. W. Smith, Weihaiwei.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. H. R. Tickle, West River.
Moore, river gunboat, 180 tons, 2 guns, Lieut-Comdr. C. C. Walcott, West River.	Ship, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Alan Dixon, Yangtze.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut-Comdr. E. S. Roy, R.N., Yangtze.	Taku, torpedo boat destroyer, 355 tons,



